have just sanctioned an estimate for Rs. 1,660 for sinking two wells in the town of Changanacherri.

84. The need for improving the Changanacherri market road.

Mr. Chacko Ouseph (Member, T. I. C., Changanacherri) said that the Changanacherri market was one of the most important and popular markets in the State. The trade there was enormous, but the market road was quite inadequate for the purpose. Thousands flocked to the market and there was hardly room for them to move about. To remedy the evil, the Member suggested that the existing road should be extended westwards and roads 15 feet in width should be constructed on either side of the Market Canal as early as practicable. He also suggested that, as the condition of the existing road was bad in the rainy weather and as the road would be waterlogged then, the road should be metalled and the road gutters renewed.

Dewan's reply.—An estimate for Rs. 1,740 has been sanctioned for repairing the market roads and gutters, but the work was not taken up for want of funds in the current year. The Government will see if funds could be provided for the work in the next year's budget.

85. The construction of a navigable canal from Cherukara to Changanacherri.

Mr. Geevargese Devasya (Member, Trading Classes, Changanacherri) said that the existing canal from Cherukara in the Vembanad lake to the Changanacherri market landing place was narrow and circuitous and was unfit for the passage of large cargo boats. The length of the canal was 12 miles, while the distance from Cherukara to the Changanacherri market landing place was only 4 miles. During the hot weather, there was not sufficient water in the canal for navigation. In the interests of the large trade between Changanacherri and the northern parts of the State and in view of the difficulties of the existing canal, he requested that a straight canal, with the necessary width and depth, should be opened from the Changanacherri market landing place to the Cherukara *kayal*.

Dewan's reply.—Noted.

86. Improvement of the means for communication in the Meenachil taluk.

Mr. Oolahannan Oolahannan (Member, Meenachil taluk) requested that the following works might be undertaken for the benefit of the taluk as early as practicable:—

(1) A bridge over the Meenachil river in the Lalam—Ponkunnam road should be constructed. The inhabitants of the villages on the southern side of the river had great difficulties to go to the public institutions at Pala for want of a bridge over the river.

(2) The following roads should be properly maintained :—

(*a*) Lalam–Erattupetta road.
(*b*) Lalam–Thodupuzha road.
(*c*) Lalam–Ponkunnam road.
(*d*) Erattupetta–Kanjirapalli road.
(*e*) Erattupetta–Poonjar road.
(*f*) Ambara–Mankombu road.
(*g*) Pizhaku–Melkavu road.

(3) The following village roads should be improved and made cartable:—

(*a*) Lalam–Ramapuram village road.
(*b*) Lalam–Kozha village road.
(*c*) The village road running from the 8th mile in the Bharananganom-Lalam–Ponkunnam road to Idamattom, Vilakumadom and other places.

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(*d*) The road from the Plasanal church in the Ambara-Mankombu road to Kadanad *via* Pravithanam.

(4) A road from the 3rd mile in the Lalam-Thodupuzha a road to Rama puram-Koothattukulam road, *via* Ezhacherry should be constructed.

(5) The following traces constructed by public agency should be taken over by the Government and properly maintained :—

(*a*) The trace from Kozhuvanal in the Puliyannoor-Vazhur road to Cherpunkal church for a distance of 2½ miles.

(*b*) The trace from Pinnakattu in the Erattupetta-Kanjirapalli road to the 8th mile of the Lalam-Ponkunnam road.

(6) A branch road from Mevida in the Puliyannoor-Vazhur road to the 7th mile in the Lalam-Ponkunnam road should also be constructed.

Dewan's reply.—Noted.

87. Improvement of the means of communication in the Muvattupuzha taluk.

Mr. Thariathu Kunjithomman (Member, Muvattupuzha taluk) said that, though the taluk was one of the biggest in point of area, land revenue and population, it was sorely neglected by the Government in the matter of communications. The only road which the taluk could claim was the Main Central Road which passed through it. The bridge over the Muvattupuzha river was also undoubtedly located in the taluk. But neither of them could be regarded as works done for the exclusive benefit of the taluk, as the people throughout the State were served by them. Though the needs of the taluk in the matter of roads were many, he would restrict his representation to the northern half of the taluk and ask for only one road, so that that at least might be sanctioned by the Government without delay. It was the village road from Kothamangalom Angadi to the Vazhakulam Market. It was a 6 feet trace, 9½ miles long, and passed through the two *pakuthies* of Varapatti and Eramallur. If the road was improved and made cartable, it would benefit the Muvattupuzha, Thodupuzha and Meenachil taluks.

The Member next suggested the need for making the portion of the road from Muvattupuzha to Alwaye fit for motor traffic. That portion of the road could be widened and metalled without much cost. But the P. W. authorities were objecting to the use of the road for motor traffic on the ground that the bridges on the road were not quite strong and that more than two tons load could not be safely taken over them. He said that there were people able and willing to start a motor service between the two places and that it was regrettable that the people should be deprived of the convenience, owing to the objection of the department which, he honestly believed, was not well-founded. He requested that the Government should do the needful in the matter.

Lastly, the Member requested that the allotment sanctioned for the maintenance of village roads in the taluk should be fully and properly spent on the roads and that increased allotments under that head should be allowed for some years in view of the backward condition of the taluk in the matter of roads.

Mr. Kora Mathan Malpan (Member, Muvattupuzha taluk) said that he would confine his remarks to the southern half of the taluk. That part of the taluk was also extremely backward in the matter of roads. The people in general and the traders, cultivators and school children in particular suffered seriously from the absence of facilities for communication in the taluk. He therefore requested that the following village roads be improved and made fit for traffic :—

(1) the road from the 130th mile in the Main Central Road to join the Koothattukulam–Piravom road 5th mile ;

(2) the road from Puthenkurisu to Ramangalom ;

(3) the road from Piravom to Mamala ;

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